



AT 8:30 yesterday morning, the Sonoma's coming was announced by the customary three blasts of the electric light works whistle. Some ten hours later, the vessel docked at Irwin's wharf, after making a run of 2100 miles in a little more than six days.

The Sonoma suffered several delays. She was forced to wait two days for the English mail in San Francisco, leaving there on the 30th. Instead of the 27th, as advertised. On April 1st, the piston rod of the forward high pressure cylinder on the port side broke and badly damaged the cylinder head. Fortunately none of the men in the engine room were hurt. The remainder of the voyage was made with the starboard engine.

Among the passengers who arrived by the Sonoma is Jared Smith, who is to have charge of the agricultural experimental station here. G. D. Gear, the new Circuit Court Judge, was also a passenger.

The Sonoma left for the Colonies at 6 o'clock this morning.

Returning to Pago Pago.

The one lone passenger on board the Sonoma for Pago Pago is Robert Tibbitts, the gentleman who has the contract for erecting the coaling station at Pago Pago, our recent territorial acquisition in the South Seas. Pago Pago, he says, is bound to become a place of considerable commercial importance before many years have passed. There is a village of some 500 inhabitants there now, composed of Samoans and the men who comprise the force at work on the government contract. Many of the men have married since going to Pago Pago and are living comfortably in little cottages near the scene of their labors.

Pago Pago boasts of a good hotel and a few business houses. As yet there are no great commercial interests represented there, although there will be before long, the gentleman thinks.

The coaling station is being built to stand the test of time. A large portion of it is composed of steel. The piles are of steel, from six to nine inches in diameter, and from thirty to seventy feet in length. It will be, when completed, one of the largest coaling stations in the possession of the United States government. There is quite a large area of agricultural country in the vicinity of Pago Pago which is very productive. The island has but one harbor of any consequence, that of Pago Pago, which is so land-locked as to be inaccessible to any force trying to gain admission contrary to the wishes of the force having control of the harbor.

Missed His Steamer.

Joseph D. Gouvea, the well known cane and coffee planter of Honolulu, has had an experience with the irregular time made by the local boats of late, that he will not soon forget. The gentleman came to Honolulu last Friday on the Iwawani. After transacting his business in town he decided to return, but was surprised to learn that it would be impossible to leave for his home on schedule time, owing to the fact that the steamer was short-handed.

"You will know that a vessel is about to leave whenever you hear a whistle along the waterfront blow," said one of the gentlemen who has the Iwawani in charge. So, with nothing else to do but keep a sharp lookout, or rather, a sharp hearing, Mr. Gouvea kept his ear attuned for steamer whistles.

Time and time again he heard the shrill scream of a steamer, but when he arrived panting and breathless at the wharf, he would be pained to find that it was not his steamer that was yesterday, however, the Iwawani sailed but without the planter from Honolulu. He arrived at the wharf just in time to see the little steamer pass behind Bill Williams' island. Pursuit would have been vain, so Mr. Gouvea was forced to return to his lodgings until such a time as the Iwawani will run on schedule time, or he again hear the right whistle.

More About a Derelict.

SAN FRANCISCO, March 30.—Captain Dodd of the bark Vidette reports the following additional details regarding the derelict sighted by him off Point Conception on the 12th inst.: There was no loose wreckage or any sign of masts or houses—it stood on end nearly, and so far as the captain could judge, about one-sixth of the vessel was out of water. The captain thinks the vessel was of about 500 tons. The inside painting appeared to be somewhat fancy and the bulwarks low, with heavy rail and half circle.

Movements of Transports.

SAN FRANCISCO, March 28.—Uncle Sam will send half a dozen transports to Manila during the next two weeks. Some will carry horses, some freight, while at least three will carry troops. The Ohio has been chartered from the Empire Steamship Company and she is now being fitted out and made ready to sail. The Arctic has been rechartered from the Pacific Mail Company and she will be ready to leave with horses next week. The Arab will sail next Saturday with the

horses of the tenth Cavalry, while the Buford will sail on April 5 with two troops of the Fifteenth Cavalry, one company of the Tenth Infantry and the depot battalion of the Fifth Infantry.

The Sonoma will not get away as soon as expected. Her tween and main decks are to be got ready for horses and in her lower hold she will carry about 5000 tons of freight. The Kilpatrick is on the drydock and is expected she will get away about April 10, while the Logan is scheduled to sail April 15. The Thyra, which arrived from Manila last Monday night, will probably go back again with a load of horses and army stores.

Rancid Food on the Rio.

The case of John J. English and others against the Pacific Mail Steamship Company came to trial on March 16 before United States District Judge de Haven of San Francisco without a jury. The suit was brought by John J. English and 123 others to recover \$500 damages each, a total of \$62,000, for alleged breach of passenger contract.

The answer of the steamship company denies the allegation of Asiatic steamer and bad food. It contends that the European steamer and the Asiatic steamer, though on the same deck, were separated by a carvas bulkhead stretched from the floor to the ceiling and that the complainants were fed and lodged in European style. The case will run for a week or more.

The Striking Mates.

The strike in which the two local steamship companies and their mates are concerned, remains just about the same. Both sides say they are confident of victory. The sailors say they are growing stronger, while the two companies say the strike is growing weaker day by day, and before long, in a week probably, the matter will be settled in their favor. Two of the ringleaders have asked, it is said, to be reinstated in the good graces of their one-time employers, but the company has refused to recognize them in any way whatever.

Violation of Passenger Laws.

Surveyor Spear at San Francisco has filed with Customs Collector Stratton charges against the owners of the Gaelic for carrying two passengers from Honolulu to that city in violation of law, the Gaelic not being in the coasting trade. J. A. Kennedy and Robert Scott were the passengers and the fines were calculated on in advance.

SHIPPING NOTES.

Brewer's wharf is in a bad condition. Work on Navy slip number two is completed.

The Hanalei brought 1650 bags of sugar yesterday for H. Hackfeld & Co.

The Mikahala and James Makee sailed for their destinations at 5 o'clock last night.

The American ship W. P. Grace, Captain Grant, arrived from Sydney yesterday, after a voyage of 53 days. Three machinists were passengers in the Sonoma. They came here with the intention of working in the Honolulu Iron Works.

The ex-transports Universe and Saint Bede are both to take lumber cargoes to China. The Universe will load on Puget Sound and the Saint Bede at Portland.

There will not be a dozen vessels in the Arctic this year hunting whales. Not so many years ago there were from forty to fifty steamers and wind-jammers fitted out for whaling cruises, but year after year the industry has dwindled until now seven or eight steamers and half a dozen wind-jammers comprise the full fleet.

The home squadrons of most of the old army organization are under orders to proceed to Manila to replace the volunteers under orders to return home. The troops are scheduled to leave San Francisco between the present date and April 15, and most of the commands have already left their home stations for this city.

PASSENGERS ARRIVED.

From San Francisco, per S. S. Sonoma, April 5.—W. M. Armstrong, W. A. Backhouse, R. L. Beckwith, E. M. Boyd, C. A. Bruns, A. Buneman, I. Burrows, Miss C. J. Carter, Miss W. A. Clark, D. J. Coleman, wife and child, S. H. Comstock, Mrs. C. B. Cook and two children, Mrs. Chas. J. Deering, T. F. Dredge, wife, three children and maid, Mrs. N. Eaton, Geo. D. Gear, Mrs. R. C. Geer, C. P. Grimwood and wife, Miss F. Hall, Geo. Hammer, Miss Jean Harwood, R. G. Henderson, Miss H. Hitchcock, J. Frederick Hosken, C. Irish, Richard Johnson, Mrs. E. A. Judson, Miss C. Judson, David Lawrence, R. T. Lees, A. L. Louison, A. D. McBryde and wife, J. D. McCrosson, D. J. McKay, C. F. McVeigh, Miss E. Meyer, C. H. Miller, M. D. Monsarrat, S. A. Monsarrat, Mrs. C. Nichols and child, Miss E. C. Potts, J. P. Rich, Mrs. L. M. Robertson, Dr. W. W. Roblee and wife, Mrs. A. W. Rodgers, Miss E. M. Rodgers, N. S. Sachs and wife, J. F. Scott and wife, C. M. Smith and wife, J. G. Smith, wife and child, Mrs. F. O.

TIDES, SUN AND MOON.

DAY	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time
Mon.	1:40	1:40	2:30	2:30	3:20	3:20	4:10	4:10	5:00	5:00
Tues.	2:10	2:10	3:00	3:00	3:50	3:50	4:40	4:40	5:30	5:30
Wed.	3:30	3:30	4:20	4:20	5:10	5:10	6:00	6:00	6:50	6:50
Thur.	4:30	4:30	5:20	5:20	6:10	6:10	7:00	7:00	7:50	7:50
Fri.	5:30	5:30	6:20	6:20	7:10	7:10	8:00	8:00	8:50	8:50
Sat.	6:30	6:30	7:20	7:20	8:10	8:10	9:00	9:00	9:50	9:50
Sun.	7:30	7:30	8:20	8:20	9:10	9:10	10:00	10:00	10:50	10:50
Mon.	8:30	8:30	9:20	9:20	10:10	10:10	11:00	11:00	11:50	11:50

Full moon on the 2nd at 2:30 p. m.

OAHU RAILWAY AND LAND CO.



TIME TABLE

From and After January 1, 1901

Stations	Daily	Daily	Daily	Daily	Daily	Daily
	am	am	am	pm	pm	pm
Honolulu	9:30	9:30	11:30	3:15	5:10	5:10
Waikiki	9:30	9:30	11:30	3:15	5:10	5:10
Waialae	9:30	9:30	11:30	3:15	5:10	5:10
Waianae	9:30	9:30	11:30	3:15	5:10	5:10
Waipahoehoe	9:30	9:30	11:30	3:15	5:10	5:10
Kahuku	9:30	9:30	11:30	3:15	5:10	5:10

INWARD

Stations	Daily	Daily	Daily	Daily	Daily	Daily
	am	am	am	pm	pm	pm
Honolulu	9:30	9:30	11:30	3:15	5:10	5:10
Waikiki	9:30	9:30	11:30	3:15	5:10	5:10
Waialae	9:30	9:30	11:30	3:15	5:10	5:10
Waianae	9:30	9:30	11:30	3:15	5:10	5:10
Waipahoehoe	9:30	9:30	11:30	3:15	5:10	5:10
Kahuku	9:30	9:30	11:30	3:15	5:10	5:10

DEPARTURES.

Friday, April 5.
S. S. Sonoma, Van Oterendorp, from San Francisco, 10:30 a. m.
Stmr. Hanalei, Pederson, from Lahaina and Kaanapali, 8:30 a. m.
Am. ship W. P. Grace, Grant, from Sydney.
Stmr. Waialeale, Piltz, from Kaula, 9:30 a. m.
British bark City of Adelaide, Greenwood, 64 days from Newcastle.
Saturday, April 6.
Gaelic, French, from San Francisco, due.
Stmr. Kinau, Freeman, due at 12 o'clock.

ARRIVALS.

Friday, April 5.
S. S. Sonoma, Van Oterendorp, from San Francisco, 10:30 a. m.
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Stmr. Kinau, Freeman, due at 12 o'clock.

DEPARTURES.

Friday, April 5.
Stmr. Mikahala, Gregory, for Makawili and Waimea at 5 o'clock.
Stmr. James Makee, Tullett, for Kapaa.

TO SAIL TODAY.

S. S. Sonoma, Van Oterendorp, for the Colonies at 6 o'clock a. m.

MOVEMENTS OF STEAMERS.

Steamers due and to sail for the next two months are as follows:
DEPART.
Steamers For Depart.
SONOMA—Sydney.....April 2
VENTURA—San Fran.....April 2
GAELIC—Yokohama.....April 2
GAELIC—San Fran.....April 9
AORANGI—Victoria.....April 10
MOWERA—Sydney.....April 13
HONGKONG MARU—Yoko.....April 16
MARIPOSA—San Fran.....April 17

ARRIVE.

Steamers From Due.
GAELIC—San Fran.....April 6
DORIC—Yokohama.....April 9
AORANGI—Sydney.....April 10
MOWERA—Vancouver.....April 13
MARIPOSA—San Fran.....April 13
HONGKONG MARU—San F.....April 16

A government transport from San Francisco, carrying mail, is due at the 8th and 23d of each month.

Candy Offset Tobacco.

From the New York Commercial Advertiser.
"I don't intend to marry a man who'll smoke himself into a heart failure," she said.
"Now look here," he protested, "I don't interfere with you eating candy. Why should you interfere with my smoking?"
"But I don't eat candy morning, noon and night."
"Neither do I."
"You smoke morning noon and night."
"But you don't."
"Well?"
"Well, if you don't smoke morning, noon and night, and I don't eat candy morning, noon and night, we break even, don't we?"

A Testimonial from Old England.

"I consider Chamberlain's Cough Remedy the best in the world for bronchitis," says Mr. William Savory, of Warrington, England. "It has saved my wife's life, she having been a martyr to bronchitis for over six years, being most of the time confined to her bed. She is now quite well." It is a great pleasure to the manufacturers of Chamberlain's Cough Remedy to be able to publish testimonials of this character. They show that suffering relieved and valuable lives restored to health and happiness by this remedy. It is for sale by Benson, Smith & Co., General Agents for the Territory of Hawaii.

We make new blank books for the year 1901.

Oceanic Steamship Co. TIME TABLE.

The steamers of this line will arrive at and leave this port as follows:

FROM SAN FRANCISCO.	FOR SAN FRANCISCO.
*Mariposa.....Apr. 13	*Mariposa.....Apr. 17
Ventura.....Apr. 23	Sierra.....Apr. 23

* Local Boat.

In connection with the sailing of the above steamers the agents are prepared to issue, to intending passengers COUPON THROUGH TICKETS by any railroad from San Francisco to all points in the United States, and from New York by any steamship line to all European ports.

FOR FURTHER PARTICULARS APPLY TO

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GENERAL AGENTS OCEANIC S. S. CO.

Pacific Mail S. S. Co. Occidental and Oriental S. S. Co. and Toyo Kisen Kaisha

Steamers of the above Companies will call at Honolulu and leave this port on or about the dates below mentioned:

FOR JAPAN AND CHINA.	FOR SAN FRANCISCO.
GAELIC.....April 6	DORIC.....April 9
HONGKONG MARU.....April 16	NIPPON MARU.....April 19
CHINA.....April 24	COPTIC.....May 4
DORIC.....May 2	AMERICA MARU.....May 14
NIPPON MARU.....May 10	PAKING.....May 21
COPTIC.....May 23	GAELIC.....May 23

FOR GENERAL INFORMATION APPLY TO

H. Hackfeld & Co., Ltd. Agents. Canadian Australian Royal Mail Line.

Steamers of the above line, running in connection with the CANADIAN PACIFIC RAILWAY COMPANY between Vancouver, B. C., and Sydney, N. S. W., and calling at Victoria, B. C., and Honolulu, and Brisbane, Q., are

DUE AT HONOLULU

On or about the dates below stated, viz:

From Vancouver and Victoria, B. C., for Brisbane, Q., and Sydney.	From Sydney, Brisbane, Q., for Victoria and Vancouver, B. C.
MOWERA.....April 13	AORANGI.....April 10
AORANGI.....May 11	MOANA.....May 8
MOANA.....June 3	MOWERA.....June 5
MOWERA.....July 6	AORANGI.....July 3
AORANGI.....Aug. 3	MOANA.....July 31
MOANA.....Aug. 31	MOWERA.....Aug. 28

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VIA PACIFIC COAST.

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S. S. CALIFORNIAN, 6000 tons, to sail early in April

S. S. OREGONIAN, 6000 tons, to sail.....

S. S. AMERICAN, 6000 tons, to sail.....

S. S. HAWAIIAN, 6000 tons, to sail.....

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H. Hackfeld & Co., Ltd.

C. P. MORSE, General Freight Agent. AGENTS, HONOLULU.

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